

CABINET MEMBER FOR ENVIRONMENT– 13 NOVEMBER 2014

PROPOSED PARKING RESTRICTIONS OXFORD ROAD SERVICE ROADS, KIDLINGTON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce parking restrictions in several streets in the southern part of Kidlington, particularly along the service roads either side of A4260 Oxford Road.

Background

2. In response to requests from Gosford & Water Eaton Parish Council, some residents and Councillor Billington, and in the light of a new development at the Police headquarters building, proposals for restrictions to manage commuter parking along the eastern service road (in the form of a one-hour parking ban in the middle of the day) were formally consulted on during 2013. These proposals attracted a number of objections including from the Medical Centre, who were concerned about the possible effect on patients and staff, and from Kidlington Parish Council who were concerned that the proposals would exacerbate the similar problems existing on the western service road.
3. In spring 2014, following discussions with the local County Councillor and local people, new proposals were drawn up which included both service roads. These had as the core measure a limit on waiting of 3 hours during a 4 hour period in the middle of the day, in addition to areas of no waiting at any time to improve road safety and traffic flow. Informal consultation showed that while residents were generally in favour of the proposals, some of the businesses and residential properties above the Parade shops were not. Following further informal consultation the proposals were modified to include some areas of no waiting between 7am and 8am and a small area without restrictions. The final proposals are shown at Annex 1.

Formal Consultation

4. During September and October 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall and Kidlington Library. At the same time, the Council wrote

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to over 300 residents and businesses affected by the proposed changes and public notices were displayed on site and in the Oxford Times.

5. A total of eleven responses were received. These are summarised at Annex 2 along with officer comments. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
6. Thames Valley Police do not object but raised a number of concerns about enforcement and the possibility that commuters might change their travel habits to avoid some of the restrictions. Both Gosford & Water Eaton and Kidlington Parish Councils support the proposals (the main Oxford Road in this area forms the boundary between the parishes). The former wishes to monitor the effectiveness of the proposals.
7. One business has objected on the grounds that, whilst there may be improvements for those visiting the business, there will be much less space available for all-day parking for staff. In response, the aim of this package of restrictions is to deal with the problems caused by commuter parking and free up space for customers to park close to the business. There will be spaces near to this business that will be available for unrestricted parking from 8am, specifically to allow for staff parking. Alternatively staff cars could be moved from one part of The Parade to another during lunchtime.
8. A resident of South Avenue has objected to the extension of the existing double yellow lines round from The Broadway junction as this will be inconvenient particularly in the evening and at weekends when there is no commuter parking issue. In response, there are road safety concerns about the effect of vehicles being parked too close to the junction. However, in the light of the resident's response it is suggested that the proposed extension to the double yellow lines be reduced by 50% which will still improve safety without excessive inconvenience to local residents.
9. Two residents of The Broadway have objected to the proposal to introduce echelon parking on the north side of the grassed area of The Broadway as they consider this will be dangerous. In response, it is considered that the road is sufficiently wide for this type of parking layout. Further, a similar arrangement already exists on the south side of the grassed area and Kidlington Parish Council specifically suggested that this be replicated on the north side.
10. Other respondents were either in support of the proposals, suggested minor changes or had concerns about the potential displacement effect of the proposals. These and other issues raised by respondents will be kept under review, particularly as parking patterns are likely to be affected by the opening of the new railway station at the Water Eaton site in autumn 2015.

Financial and Staff Implications (including Revenue)

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11. The cost of implementing the proposals described in this report will be met from S106 funds for the area.

RECOMMENDATION

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for the Oxford Road service roads and adjacent streets in Kidlington, as advertised and amended as described in this report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

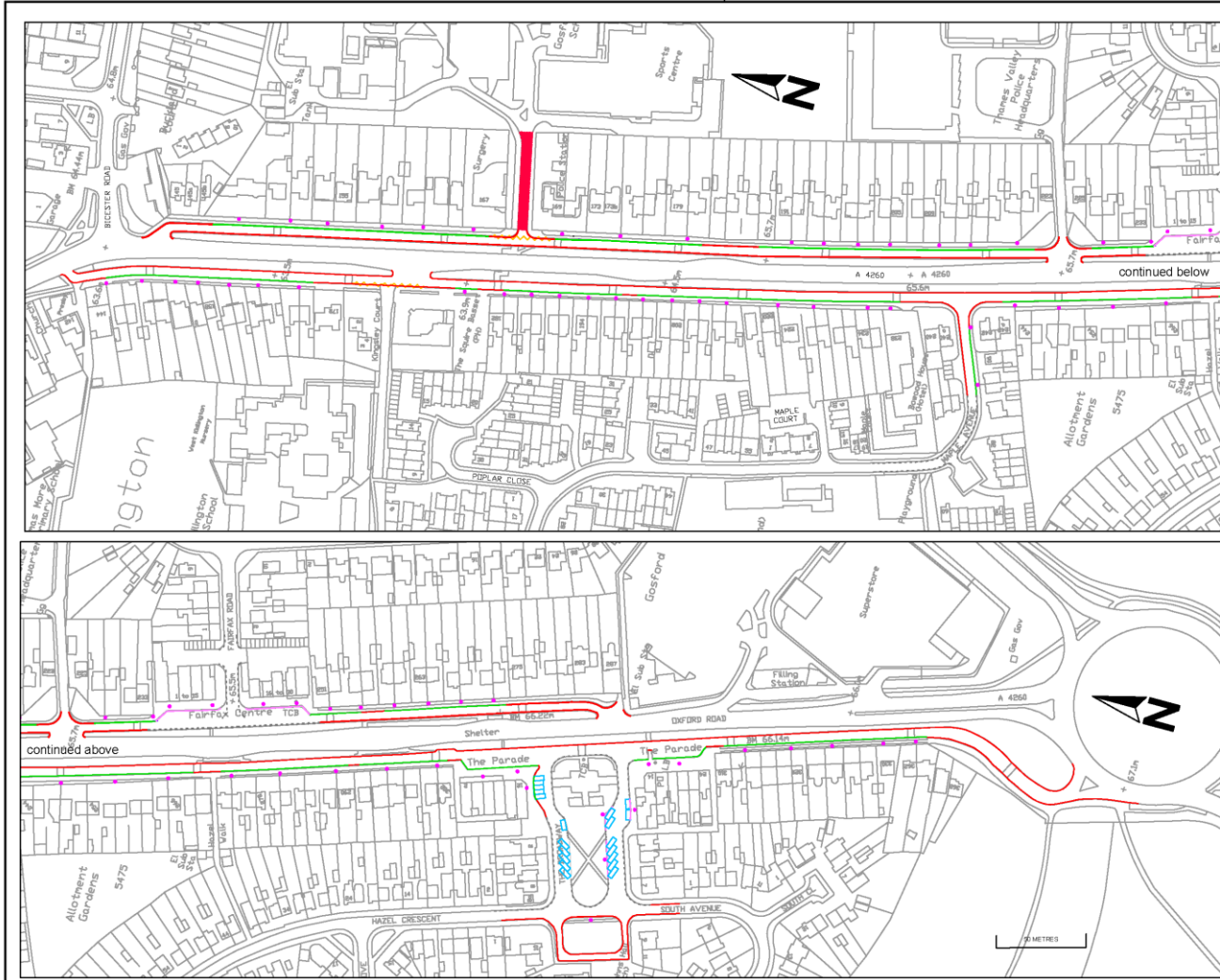
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ANNEX 1

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- PROPOSALS**
- No Waiting At Any Time
 - Waiting Limited to 3 hours Mon - Fri 10 am to 2 pm No return within 3 hours
 - No Waiting Mon - Fri 7 am to 8 am
 - Marked Parking Space
 - Double Yellow Lines on Access
 - Proposed sign location
 - Existing Double Yellow Lines
 - ~ Existing Zig-Zags at School Entrance

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Rev	Date	Description/Revision	Drawn	Checked/Approved



**OXFORD ROAD, KIDLINGTON
EASTERN & WESTERN
SERVICE ROADS etc**

**PROPOSED
WAITING RESTRICTIONS
CONSULTATION
2014**

Scale	1:1000	Author	DGT	Checker		Approved	
Consultation Period	14/03/2014						

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RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Thames Valley Police	<p>Thames Valley do not object to the proposals but request that, should the measures be progressed, monitoring is undertaken as to objectives being achieved without regular enforcement.</p> <p>The one hour no waiting specifically in front of the shops 7-8am may address all day commuter parking but require occasional enforcement early and as it is near shift change times this may be difficult and more limited than the occasional ad hoc attention that may be expected in the circumstances in general.</p> <p>Local and regular commuters may also consider with flexible work time options, adjusting start times and so arrive after 8am and use the space all day. This scenario has occurred elsewhere in the TVP area where no waiting has then been adjusted to a recognised mid am /pm slot which is the norm in use of the commuter one hour plug.</p> <p>The extended length from 10-2pm no waiting extends the required enforcement window and may tempt some to use the space for the full length of available time which may decrease space turn over for business customers considered a specific intention for these proposals</p>	<p>If approved, the effect of the restrictions will be kept under review to ensure they are effective, particularly once the new station has opened at Water Eaton</p> <p>Noted. This will be another matter to be considered as part of a review</p> <p>The possibility that commuters will change their work pattern to suit parking availability is a possibility, but this can be kept under review</p> <p>Noted – however the current proposals have emerged from several rounds of consultation and may be the best compromise for the needs of the area, given the absence of civil parking enforcement.</p>
Gosford & Water Eaton	The Parish Council agree that under the circumstances through the various lengthy consultation processes which have taken place, the	It is accepted that the parking issues in this area will need to be kept under review to ensure they

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Parish Council	current proposals are the best solution which can be achieved. The Parish Council wish to monitor its effectiveness though a Parish Parking Forum, which consists of some local resident representatives, community police and Councillor members. This may lead to requests for some modifications to resolve any difficulties along roads in this Parish.	are effective, particularly once the new station has opened at Water Eaton. The form that review takes can be discussed separately.
Kidlington Parish Council	The Parish Council supports the submitted proposals on the grounds that something is being done to reduce commuter parking, but is concerned that the orders must not affect the livelihood of the shops and must receive police enforcement. The Council also wants to express its concern that there has been no pursuance of Civil Parking Enforcement for the area	Noted
Business owner, The Parade	<p>As a local business owner I understand and appreciate the need for some restrictions. In recent months we have noticed an increase in commuters parking in the bays at the front of our offices and along the service road. They will often arrive before 8am and then take the bus into Oxford, returning after 5pm. This creates a considerable inconvenience for many of the patrons of our business (Chiropractor), some of whom have limited mobility and need to park close to our premises. Many of the businesses have been active in monitoring which cars park in the bays for the day and, in several instances, we have placed polite notices on the cars to advise them that it is not for all day parking. This has proved very effective.</p> <p>Whilst limitations on waiting time will hopefully curb this practice, I have some concerns about the changes. As a business owner I park my car in one of the bays outside my premises all day. My overriding concern is that the restrictions will have an impact on my ability to conduct my business. I am sure you will suggest that I</p>	<p>The aim of this package of restrictions is to deal with the commuter parking problems described and free up space for customers to park close the businesses.</p> <p>There will be spaces near to this premise that will be available for unrestricted parking from 8am, specifically to allow for staff parking. Alternatively the car could be moved from one part of The</p>

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	<p>can move my car during lunchtime, but this would mean that there would have to be an existing space to move it to. If I move my car one space along the parking area, does this qualify or does it have to be into another area altogether?</p> <p>I am aware that permits seem to fall into the area of Civil Enforcement but this seems to be passing the buck at the expense of the local business owner. If there was a sign to say 'Permit Parking Only' in several bays, and the business owners displayed a permit it would be easy to police. Alternatively, when the police (or whatever enforcement officers) did decide to visit, then checking with the business owners to determine which vehicles belonged to them would only take moments.</p> <p>The proposal for marked parking spaces around the Broadway will not benefit us either. These bays are often filled by 7am and cars remain there all day.</p>	<p>Parade to another during lunchtime.</p> <p>The County Council has agreed with Thames Valley Police that, until Civil Parking Enforcement is introduced there will be no more permit parking schemes in Cherwell.</p> <p>Some of the spaces around the Broadway will be covered by the 7am-8am restriction so will be available after that time for staff parking</p>
<p>Resident of South Avenue</p>	<p>While in general agreement with the desire to restrict all day parking by commuters and the proposals to achieve that, I object to the changes to the east side of South Avenue adjacent to my own property.</p> <p>The proposed changes appear to go far beyond the objectives stated (restricting all day parking by commuters) by prohibiting parking at any time. It would pose an inconvenience both from the lack of ability to park adjacent to my house in the evening and weekends and I believe it would also push parking further down South Avenue which would be considerably more inconvenient and would block the view of drivers rounding the tight bend on South Avenue.</p> <p>I would be grateful if you would consider reducing the proposed restriction on parking in this area to only apply on Mon - Fri (either 7-8am as proposed for Broadway, or 10am-2pm as proposed for</p>	<p>Part of South Avenue was included in the scheme following representations during the informal consultation. Respondents commented that inconsiderate parking in South Avenue near the junction with the Broadway was leading to road safety problems. A comment was also received in an earlier consultation from another resident of South Avenue that the scheme should be extended further along South Avenue.</p> <p>Clearly there are conflicting views but on grounds of road safety it is considered that the section of double yellow lines in this part of South Avenue should be extended. However in</p>

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	the Service Roads) which would meet the objectives of stopping commuter parking without causing unnecessary inconvenience for local residents.	the light of this response it is suggested that there should be a 50% reduction in the proposed extension.
Two residents of The Broadway	We would strongly urge you to reconsider the proposal for echelon parking on both sides of The Broadway due to the narrowness of the road. We often have large vans parked here, and also the delivery of goods to the Dulux Decorators Centre by very large trucks which could cause severe congestion and danger for pedestrians etc. This type of parking will only create one more space than there is at present Furthermore, we fail to understand why there are no restrictions (No parking between 7 am - 8 am) on both sides of The Broadway as most commuters arrive about this time	In this setting, echelon parking is unlikely to be a significant safety issue – the road is sufficiently wide and speeds will be low. A similar arrangement already exists on the south side of the grassed area and the Parish Council suggested that this be replicated on the north side. The aim of having no restrictions in this small area is to provide parking for residents of the flats above the nearby shops who have no off-street parking
Resident of South Avenue	The parking restrictions will stop at the top of South Avenue, away from my house, yet I already have cars parking outside my house all day and people going to catch the bus – some cars park with no consideration partly blocking my access. My concerns are that by putting these parking restrictions in place only a certain way down South Avenue and Hazel Crescent it will cause the problem of parked cars to be pushed further down these roads . Has it been considered lifting the parking fees that currently operate at Water Eaton Park and Ride? These parking issues have only been occurred since this charge was put in place. The parking problems are only set to get worse once the new train station is up and running, which is also a great concern.	Part of South Avenue was included in the scheme following representations during the informal consultation. Respondents commented that inconsiderate parking in South Avenue near the junction with the Broadway was leading to road safety problems. A comment was also received in an earlier consultation from another resident of South Avenue that the scheme should be extended further along South Avenue. Complaints about commuter parking in this part of Kidlington pre-date the reintroduction of charges at Park & Ride
Resident of eastern service	I believe the overall plan is a good one although I wish to ask why suggested waiting restrictions apply only Monday to Friday. The	The principle aim of these proposals is to deal with commuter parking, hence restrictions

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road	situation is just as bad at weekends, with shoppers.	generally applying on weekdays only. It is accepted that the parking issues in this area will need to be kept under review to ensure they are effective, particularly once the new station has opened at Water Eaton – this will include the issue of weekend restrictions
Resident of eastern service road	I would like to put forward my complete joy at these proposals as each week passes it is becoming more of a problem, and would very much welcome these restrictions.	Noted
Owners of 16-30 Fairfax Centre	<p>I write in support of the proposals thus far, we first proposed some form of restrictions over 20 years ago.</p> <p>It all seems unnecessarily complicated - surely the easiest things would have been to have a Two Hour system all day - I am not one who thinks that everybody has the right to park on the public highway, simply because they live there - this is an issue that should be addressed by the planning office initially.</p> <p>The proposals do not solve the problem for the retailers at 16-30 Fairfax Centre, in that vehicles can still be parked all day after 8.00 am - so 'commuters' will still think they have a right to park outside of our businesses.</p> <p>In fact it will be worse, because you are giving some rights to the Parade side, which will simply force people to our side of the road - so making matters worse.</p> <p>I believe I can get sufficient support for restrictions of 3 hours for 16-30 Fairfax Centre, if you can help us to 'split' the area, I am pretty sure if you could do this, you would hear from the other side (1-55) very quickly that they would want this also.</p>	<p>It is accepted that the proposals are somewhat complicated but they are trying to provide parking for residents, their visitors and a range of different business needs without the flexibility that a permit parking scheme would give.</p> <p>If approved, the effect of the restrictions will be kept under review to ensure they are effective, particularly once the new station has opened at Water Eaton. The suggestions made by this respondent will be included in that review.</p>
Resident of Fairfax Road	My concern is that if there is no parking allowed in Oxford Road then it will come round to Fairfax Road and Hampden Drive. I can't even park outside my own home. Plus the people that park around	If approved, the effect of the restrictions will be kept under review to ensure they are effective, particularly once the new station has opened at

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	here park all day. I agree that the restriction is needed as trying to drive on the slip road is hard because people parking to catch the bus.	Water Eaton
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